wasted through the drains due to the leakage in the wagon standing in the warehouse of Gorakhpur Railway Station of N.E. Railway;

(b) if so, whether any enquiry has been conducted by the Railways in this incident; and

(c) if so, the facts in this regad alongwith the action taken against the person responsible for this incident?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) and (c) An enquiry has been conducted by three Junior Administrative Grade Officers. It has been found that nine tank wagons loaded with High Speed Diesel (HSD) oil were placed on Railway diesel installation decanting line at 1600 hrs. on 23.3.05. No leakage was observed by Railway staff at the time. These wagons could not be decanted on 23.3.05 as decanting has to be done in day light hours only. On 24.3.05 at 07:00 hrs. it was brought to the notice of Railway staff that High Speed Diesel (HSD) oil has found way into an outside drain. The leakage was found by staff from one of the tank wagons placed at Railway Diesel Installation (RDI) decanting line. It was discovered that High Speed Diesel oil was flowing from both the decanting valves of 2nd wagon from Railway Diesel Installation (RDI) end of South side decanting line.

The above mentioned leakage of High Speed Diesel oil seems to be handiwork of some unidentified miscreants. First Information Report (FIR) was lodged on 24.3.05 with Government Railway Police (GRP) Thana, Gorakhpur after preparation of joint report on the incident by Senior Supervisors.

Safeguarding logistic economy

4766. SHRIMATI MOHSINA KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have addressed the logistic economy specifically in case of small scale industries clusters;

(b) whether the Indian Railway propose to have approach towards safeguarding logistic economy between the small scale industry cluster and their potential market which needs to be extended throughout the country for exposing cluster based economies; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Indian Railways provide service for transportation of cargo both by freight trains as well as by passenger carrying trains. However, finished products of Small Scale Industries being less than train load, is generally carried as parcel. Parcel is mostly carried by passenger carrying trains whose composition includes 2 Brakevans. In addition parcels are sometimes also cleared by Parcel Vans depending on demand. To provide value added service to customers, schemes for leasing of parcel space in the front Brakevan of passenger carrying trains and leasing of round trip Parcel Vans have been introduced with assured service and guaranteed transit time.

A network of Inland Container Depots (ICDs) and Container Freight Stations (CFS) have been developed by Container Corporation of India Ltd. (CONCOR) throughout the country for door-to-door freight service. CONCOR has established a separte Domestic Division to attract larger volumes of inland traffic to rail by providing door-to-door services and aggregate piece meal cargo into train loads to fill up the logistics gap between customer and Railways. Introduction of high-speed container trains and computerization of freight operations has further improved the quality of service and information to the customers.

Red Tariff Rules

4767. SHRI S.M. LALJAN BASHA:

DR. ALLADI P. RAJKUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways follow the Red Tariff Rules for movement of hazardous cargo;

(b) whether it is a fact that Railways have not updated the rules determining ways of transporting hazardous cargo;

(c) if so, whether there is any proposal by the Railway to adopt the International Maritime Dangerous Goods Code for movement of hazardous cargo;

(d) if not, the reasons for the Railways not updating the rules with regard to movement of hazardous cargo through crowded cities and towns in the country; and

(e) the steps proposed to consider having safer rules for rail travel and movement of cargo?